









## PIRACY ON THE WEST RIVER.

## A BRITISH VESSEL LOOTED.

It is currently reported that some West River pirates boarded a vessel flying the British flag during the latter part of last week and secured booty to the value of \$7,000. The commander of the *Sandpiper*, a boat recently built at Hongkong for protection against pirates, on the West River, received information that a vessel had been plying in the river, but was too late, the pirates having landed their booty at a village in the vicinity of Kamukuk. A demand for the pirates and their booty was made, and in case of refusal the inhabitants were informed that the village would be fired upon. The demands were not complied with, it is said, and the vessel opened fire and destroyed the whole of the houses.

Later report to hand states that on the arrival of the *Sandpiper* at the village the boats were communicated with and informed that the place would be shelled unless the pirates were handed over within two hours. Before the expiration of the two hours six men were sent on board the *Sandpiper* and were taken to Canton. The launch which was attacked is said to be the *Ho On*, owned by Messrs. Blunker & Co. It is also stated that one of the Chinese torpedo boats employed in patrolling the West River passed her while she was flying her ensign reversed, as a distress signal, but took no notice.

## THE PLAGUE.

Cases reported to 27th instant ..... 499  
Do. do. during past 24 hours ..... 22  
Total ..... 521

Deaths reported to 27th instant ..... 437  
Do. do. during past 24 hours ..... 22  
Total ..... 459

Cases reported to 28th instant ..... 451  
Do. do. during past 24 hours ..... 7  
Total ..... 458

Deaths reported to 28th instant ..... 520  
Do. do. during past 24 hours ..... 11  
Total ..... 470

## THE HONGKONG AND SHANGHAI BANK NOTE FORGERIES.

Cologne, 28th April.  
After a six days' hearing, sentence was pronounced at one o'clock this morning (Friday) by the Assize Court upon a widow named Gruetter and her daughter, Frau Grosse, who were charged with being concerned in the forgery of notes of the Hongkong and Shanghai Banking Corporation. The former was sentenced to three years' penal servitude, while the latter was sentenced to three months' imprisonment, which were to be regarded as having already expired.

## YUNNAN RAILWAY.

M. Doumer, the Governor General of French Indo-China, intends shortly to proceed to northern Tonquin on matters connected with the French railway scheme uniting Indo-China with Yunnan. Two French parties are at work in the province. According to Captain Wingate, who heard of them in his recent journey through Yunnan, they are hard at work in search of a route to Szechuan, Chinese guards accompanying them. It is expected that the French will begin on the line in June.

## SHIPPING REPORTS.

Captain G. O. Taylor, of the s.s. *Diamante*, from Manila, reports:—At start of voyage fresh winds with heavy cross seas; weather overcast and rainy. The latter part of trip, light winds and moderate sea; weather dull and rainy.

Captain Nilsen, of the s.s. *Glimmer City*, from Singapore, reports:—Variable winds from S.W. to S.E. with heavy thunder squalls and high confused sea to the northward of the Paracels.

Captain Thorsteinson, of the s.s. *Prosper*, from Newchwang, reports:—From Newchwang to the Suddies (21st to 24th) light southerly winds, alternating clear and cloudy. From the Suddies to Ocksen (24th to 26th) N.E. and E.N.E. light breeze, increasing at times foggy. On the 26th, between Ocksen and Dood Island, the vessel was caught in a hurricane and shifted her cargo. Thence to port, strong E.N.E. winds, overcast, with frequent heavy rain squalls.

Captain Sellar, of the s.s. *Hing Sang*, from Shanghai and Swatow, reports:—Light winds and, hazy weather to Ocksen; typhoon off Amoy. Swatow to port, strong N.E. wind and sea with rain.

Captain J. Douglas, s.s. *Formosa*, from Tamsui and Amoy, reports:—Moderate breeze N.W.W., squally and misty rain, and then light breeze and fine occasional showers.

Captain Brooks of the American yacht *Norria*, from Singapore, reports:—S.W. wind and rain.

## DISARMAMENT AT PESHAWAR.

At Peshawar, on the north-west frontier of India, Mahomedan fanatics have lately committed several murders on soldiers. The Government of India have just taken preventive measures by directing (1) the disarmament of the Peshawar division as to pistols and daggers; (2) the disarmament of all trans-border tribesmen at the frontier; (3) and the disarmament of the municipalities and cantonments in the division. The rules of disarmament apply to persons who do not possess a license to carry arms.

## A NOVELIST'S OPINION.

Mr. Louis Becke, the well-known novelist and writer, so many of whose works deal with the "South Seas," has made a statement to the "Lancet" Agency, in which he declares that there has been no rebellion since 1868 (when the Hamburg firm of J. C. Doderer and Sohn began operations at Samoa) which has not been fomented by the intrigues of the German Consular officials.

## EXPLORING FINDS.

The exploring expedition to the Siamese Malay, under Mr. Skene, was in Saigon at the date of last advices. Among other finds, the *Alfred* had the expedition have got hold of a couple of leopard cubs which were picked out of their nest in a hollow tree by the roadside. They have also seen and photographed several tigers, and have been seen being suspended in a cage-shaped contrivance between a couple of trees, usually about 100 feet from the ground.

## A LAUNCH IN DIFFICULTIES.

## TERRIBLE EXPERIENCES.

## A PLUCKY MATE.

Captain J. Taylor was requisitioned by a Hongkong firm to take a launch, the *Lasson*, to Hailo, and on the 24th inst. at 5.30 a.m. he left Hongkong harbour. At 6.30 he reached Hailo and lightened the launch, but at 7.30 he found the boat was making water fast, and soon the bilge-pipe choked, so he steered for Taitani Channel and at 10.10 made fast to a junk and managed to fix through the side of the boat an improvised bilge-pipe. Whilst repairs were being attended to the Captain was informed by the *Chanting*. After repairs were completed the launch proceeded with a strong swell running, but at 8 p.m. the sea began to rise with a freshening breeze from the north-east, and at midnight a heavy sea was encountered, and the boat shipped a lot of water. At 4 a.m. on the 25th there was still a heavy sea but the wind moderated. Sails were set at 8 o'clock to steady the launch, and things seemed to be going well until 10 o'clock, when a heavy squall came down and caused sails to be furled. "Sails split broke over the decks and the engine-room became flooded. The crew got anxious and absolutely refused to go further. To make matters worse the pumps gave out, and the engineer informed the Captain that they could not be mended; then the feed pipe became choked. So a consultation was held and a decision arrived at to return to Hongkong. The boat was then in latitude 20.55 N., longitude 115.23 E., and it has since been discovered that she was only about 20 miles distant from the typhoon which was expected to visit Hongkong. The launch was accordingly set for the north-west on her return journey. At 4.30 a.m. on the 26th Tankam Head was reached, and here it was found that the water had gained rapidly in the engine-room, and soon the fires were extinguished, and a suspicion was entertained that the bottom of the boiler was giving way. Sails were set and after the mate and one or two of the crew had set out in a small boat to get assistance. The mate is to be highly praised for his courage in venturing in a frail craft (not much better than a dug-out) to pull a distance of 26 miles in a heavy sea to get the required assistance. The launch was carrying a lot of coal on deck and was much too top heavy, so the fuel was thrown overboard to lighten her. This, with constant bailing, lightened her to the crank bits, and the engine then put salt water into the boiler and started the fires. The steamer *Chanting* spoke the launch and asked if he required assistance, but the launch refused and proceeded on his way. Ten minutes later, however, the bottom of the boiler gave out. Captain Taylor immediately signalled the *Chanting*, and at 6.30 a.m. on the 27th she took the launch in tow, dropping her in Junk Bay, from which place she was safely towed right into Hongkong harbour. The captain and crew have no desire to go through such terrible experiences again, and they consider themselves fortunate indeed to be safely landed in Hongkong. The launch, we believe, is almost new, but there was evidently something very much amiss with the boiler, and that gives one an idea that if, at any rate, was not new, or else imagine, the bottom would not have fallen out. Before small craft of this character are allowed to leave the harbour on long distance voyages, always dangerous in vessels under a certain size, there should be a thorough inspection so as to diminish the risks as much as possible by insuring that the vessel is at least seaworthy.

## THE EXTENSION OF MACAO.

The following is a translation from the *Lusitania*:—  
From the home papers we see that in the Chamber of Peers, Senhor Hintze Ribeiro asked if the Government had taken advantage of the position in the Far East to clearly define our dominion at Macao, and that the Minister for Foreign Affairs, replied that the question was important and that the Government was giving it due consideration.  
The vague reply of Councillor Beirao makes us suspect that the supreme Government is not troubling itself in the matter, which would be truly lamentable, as it is certain that the occasion is opportune, not only for clearly defining the dominion of the province, as indicated by Senhor Hintze Ribeiro, but also for acquiring additional territory, which would guarantee our stability in this greatly coveted part of the world. To acquire the district of Heungshan, which it appears to us would not be very difficult, would suffice to make this colony yield a rich return to the coffers of the metropolis. Possibly if the Portuguese Government would negotiate an agreement with the English Government to support us in this pretension the exchange of some bit of territory, useless to us in our African empire, would secure for us the expansion of our dominion in China. Unhappily, however, Macao is too far from the metropolis for questions affecting this colony to excite the least interest there.

## CABLE TO MANILA.

The New York Pacific Cable Company propose to lay a telegraph cable between the United States and the Philippines. It is to be 11,000 miles long, is to touch at Hawaii and the Carolines, and connect the Southern Adorners, being thence extended to Manila. The weight of the cable amounts to twenty-eight tons per mile. The cost is reckoned at 1,000,000 dollars, per mile, and as soon as Congress has given its consent to the slight concessions still demanded, the company is ready to commence work. The starting-point, according to the company's plans, will be Monterey in California, and the last point the town of Manila. Two years will probably be spent on the completion and laying of the cable, but the survey of the route across the Pacific, and the laying of four words from Washington to Manila will cost \$250,000 dollars, and takes about two to three hours in transit. At least half a day, therefore, is necessary for an exchange of telegrams. With the new connection, a telegram of the same length to Manila will cost at first only 30 cents, and, according to the calculations of the Cable Company, would reach its destination in not more than half an hour. One difficulty has hitherto been the want of intermediate stations in the Pacific, as the islands which would have served the purpose did not possess a Government of their own. If Hawaii, Wake Island, Guam, and the Philippines can be utilized as landing-places for the cable, there will be no extent of cable between the points so long as to constitute a difficulty. None of these sections would be as long as the French cable, which is laid from Brest to Cape Cod, on the coast of Massachusetts, and which is 3,250 miles in length. The longest section of the proposed Pacific cable would be that from San Francisco to Hawaii, amounting to 2,599 miles. English miles from Hawaii to Wake Island, 250 miles; from Wake Island to Manila, 1,550 miles. In the opinion of the cable company, the cable would greatly exceed the cable which has already been laid to other points.

## GOD DAMN THE SULTAN!

This is the quotation. Considering the aversion which, in his lifetime, Cromwell always displayed for wind-bags of all sorts, it is curious to find London Nonconformists could think of no other way of celebrating the 300th anniversary of his birth, than by the chosen City Temple. Dr. Parker was the chosen speaker, and took for his text: "When I heard the thing I rent my garment and my mantle, and sat down astonished." Dr. Parker so far forgot the Prophet that he threatened many times to rend his garments, and at length sat down and certainly "sat in a good many of his hearers before he did so. The Rev. gentleman, forgetful of Cromwell's patronage of horseracing, assumed that it was infinitely sad when a Prince went wrong. "We look to our Princes," Dr. Parker went on, "for noble deeds and high examples. If I find my Prince or my Premier in the race crowd, I do not like it." All that was said about breeding fine animals, and about distinctions between racers and those who turned them into an occasion for gambling, was a mere excuse. But he was even more grieved at certain back-sliders among those who used to be pious Nonconformists. When he heard of a Nonconformist getting rich and turning his back on the Nonconformity that had clothed in life, and going over to the other side that had done nothing for him, but cursed his ancestors, he would not ask him to preside at a meeting of the Liberation Society. Having dealt with the race-course and evil politicians, Dr. Parker on his way to Oliver Cromwell came to the German Emperor. When he heard a Kaiser talking in an after-dinner speech about "my friend the Sultan," he was astonished, and could have rent his garments. The Great Assassin had insulted his ancestors, and he was a Christian. "Iniquities had outraged every Christian sentiment," he might be Kaiser's friend, but he was not God's friend. "In the name of God," Dr. Parker exclaimed, "and speaking of the Sultan, not merely as a man, but as the Great Assassin, I say: 'God damn the Sultan!' By some subtle association of ideas Dr. Parker passed from the desirable damnation of the Sultan to consider the case of the Ritualists, and was tempted to rend his garments, and he altogether "astonished" when he thought of the persons who "take a potent money for practising Popish Tricks." Finally he explained to his audience that "the federation of the great churches was one of the greatest institutions of modern life." He now sat down, having apparently forgotten that he had been expected to talk about the Lord Protector Oliver. The omission, however, was supplied by succeeding speakers. Dr. Horton, who with perfect gravity addressed the assembled Nonconformists as "Brother Iron-sides," was followed by Mr. Lloyd George, M.P., who stated that Cromwell was worth a wagon-load of bishops, and revelled in the thought of the way in which he would have treated "the Roman practices of to-day." Mr. Hugh Price Hughes was of opinion that no one ought to be returned to Parliament "who took his orders from Rome, and whose main object is to advance a foreign conspiracy," and the meeting quite agreed with him.

## MORE SECRET SOCIETY TROUBLE.

Twelve Chinese appeared before Mr. Howard on the 15th inst. at Penang, and were charged with aiding in the murder of a Chinese. On being convicted they were fined \$3 each. It is said that one party brought a Chinese gun, and dragged their property to McNair Street, but on using these weapons against their enemies, the latter soon retaliated by advancing on the cart and capturing the position, with the ammunition to be found there. The affair is simply a continuance of the secret society squabble, which led to a case at the March assizes and sentences of 4 and 6 years' hard labour at the assizes now in progress.

## A CHINESE PROVERB VERIFIED.

A correspondence in the *Spectator*, on the lion and the porcupine gives evidence of the curious fact that the king of beasts is sometimes killed by the quills of the porcupine, and a correspondent in the last number quotes a passage from *Tavernier's Travels* to the effect that the Duke of some distance from what is now Cape Town found a dead lion with four porcupine's quills sticking in his body, which had penetrated his flesh to a third of their length, the presumption being that they had killed him. Numerous cases have been recorded in India of the death of the tiger from the same cause, as well as of instances in which he has been shot with porcupine's spines sticking in him. It is ingeniously suggested by the writer that the old Chinese motto, "the hedgehog defeats the tiger, and the serpent stops the leopard," may allude to this fact in natural history.

## A GRUESOME TALE.

## DEATH FOR SEVENTY CENTS.

Upon the departure of the Russian steamer *Yungkow* from Chefoo for Port Arthur on the 24th April, an engineer heard knocking sound, and saw a Chinaman being dragged along the shaft. The engines were stopped. A search below resulted in the mangled remains of the Chinaman being found. Three more Chinamen, all coolies, were also discovered stowed away in the same compartment. There they had witnessed the horrible death of their companion. It turned out afterwards that the stowaway of the vessel had stowed them away for seventy cents, and that, before leaving, they had tried to get out, but the cook had shut down the hatch on them.

## UNIQUE SALVAGE FEAT.

One of the most remarkable feats in naval architecture in modern times has just been accomplished at Wallendene, Tyne. Last autumn the steamer *Alfred*, one of the largest cargo vessels afloat, owned by Messrs. Elder, Dempster, and Co., of Liverpool, ran ashore on what is known as the "scars" of Cruden, a line of semi-hidden reefs on the Aberdeenshire coast. Divers reported that there was a rock 30 ft long and 8 ft in height standing through the bottom of the vessel in the main hold, and it was determined to cut the wreck at the after end of the main hatch by means of successive charges of dynamite, each charge being set according to the thickness of the steel plates. No less than ten tons of dynamite was employed, and eventually the after portion of the huge steamer was detached and safely floated into deep water, thus preserving the engines and boilers, and leaving 160 ft of the forward section on the rocks. The salvaged half of the *Alfred* was towed to the Tyne and docked, and the missing portion was rebuilt. The launch of the new vessel has just taken place. Vessels have been cut in two and long pieces of ships' hulls have been raised from the bottom of the sea, and converted into new boats by building.

## ELLIOTT COMMISSIONERS.

Lord Russell of Killowen has set his hand to a difficult task with characteristic courage, and his splendid record of service and achievement lends probability to the hope that he may be successful once more, and so rid English life of a disease which is fast sapping the commercial honesty of the country. The evil of secret commissions takes many forms, and is known in every trade, and almost in every profession. The unjust steward set an example which has been much followed when he said, "Take thy bill, and sit down quickly and write fifty." Probably in the day of the Pharos, "discounts" and "half-commissions" were as well known to the commercial community as the simpler method of the false receipt adopted by the unjust steward. The evil then is of ancient date; what is modern is the extent to which it is practised. It is disconcerting to think that when your medical man observes that you are "thoroughly run down," but that a tonic will soon put you right again, he is perhaps the happy holder of a "founder's shares" in the company which supplies the particular medicated wine he so confidently recommends. Nor is it pleasant to think that there are doctors who receive commissions of twenty-five and even fifty per cent. from the chemists whose pills and doses they prescribe. Even more gruesome is the reflection that doctors undertake to accept commissions from their patients for business introduced. You are stupefied with pills and drenched with medicine, and as your doctor in his most cultivated bedside manner inquires after your health it may occur to him that if you survive you may have more chemists' commissions, as well as fees, while if that source of profit is cut off by your untimely decease your death will have its compensations. At such a time he has an undertaker's card in his pocket, in order to relieve your widow of all unnecessary trouble, and so earn a 20 per cent. commission upon the wholly but necessary business. Lord Russell, giving these instances of secret commissions in the medical profession, expressed his confidence that they were rare, but they seem to occur.

There is something comic about the thought that the gentleman who is soothing your last hours at times seems a little preoccupied, it may be only because he is calculating what your funeral will be worth; but in principle there is no difference between the secret commissions accepted by certain members of the medical profession and those taken by others. The system is a disease which affects almost every form of commerce, and especially the business of wholesale and retail trade, and the managers of hotels and great public institutions, are all subject to this temptation, and in many cases the sense of shame has disappeared and money is accepted as a matter of course. In domestic life these secret commissions are almost universal, and stewards, butlers, and housekeepers regularly receive commissions at the expense of their employers. So much is this the case that Lord Russell was able to quote one instance in which a tradesman actually declined to supply goods unless he was allowed to pay the usual commission to the servant through whom they were ordered. The man was a gun-maker, and his explanation was that unless a commission had been duly paid to the head game-keeper, it was useless to expect that either gun or ammunition would continue to give satisfaction. Printers give commissions to private secretaries and others to secure orders, and in turn are cheated by the foreman when it comes to ordering ink, paper, or machinery. To quote Lord Russell's words: "A certain newspaper, in the provinces, allowed their machine overseer to order ink, with the result that his firm had to pay this man five shillings per drum, although the ink was of the best quality. Another machine overseer, who was leaving one place to go to another demanded £2 from his firm, otherwise he would not recommend their ink at his new place. In another case a foreman levied a commission of one penny per pound, or about 25 per cent. on the ink supplied by the firm. From this man a communication was received to the effect that he would not be able to use as much ink as formerly because a gas engine had been put in place, of the boiler and there was no furnace in which he could get rid of the ink." As was antecedently probable, when members of the legal profession receive commissions they are in many cases held to represent legitimate business. Thus it is a common custom for solicitors to accept commissions from insurance offices and from brokers on account of business done for clients. It is difficult to believe that this practice was introduced in its origin, and represents a consideration accepted by the public, given as ought to have been, impartially, given as between competing insurance offices or rival investments. However time and knowledge have regularized commissions in both these cases and in ceasing to be secret they have ceased to be objectionable.

[We have always understood that the Doctors practising in this Colony receive commissions on all medicines supplied to their order by the Hongkong Dispensary and other Dispensaries in the Colony. We know that it was so, not so very many years ago. We shall be glad to learn that such a practice has ceased to exist.—Editor, H.K.T.]

## HONOURS FOR BRITISH NURSES.

It is a matter of congratulation to the nursing world in general that the work of those members of the nursing profession who took part in tending the wounded, during the Greco-Turkish War, should have received the honour of the Commemorative Medal of the Red Cross and Diplomas from the Queen of the Hellenes, as this sign of appreciation of the manner in which the nurses performed their duty reflects honour upon the whole profession which they belong, and the profession will rejoice with the happy recipients.

The decoration is a small silver medal with the Greek Cross incised in the centre, pinned on to a double bow of crimson ribbon, with the date "1897" inscribed on the surface.

Amongst the ladies who have received the medal and diploma, we notice that Miss Katherine Stollard, of the Government Hospital, of this port, is a recipient.

## A FOUR-LEGGED UNDERTAKER.

The following story of a dog of the Restoration has been taken from the veracious *Pepys* under the date 3rd May, 1661: "To Dr. Williams, who had carried me into his garden where he hath abundance of grapes, and he did show me how a dog that he hath do kill all the cats that come thither to kill his pigeons, and do afterwards bury them, and do it with so much care that they shall be quite covered, that if the tip of the tail has got he will take it out again and dig the hole deeper." Which is very strange, and he tells me that he do believe that the dog killed above a hundred

## NOT A N D A

## CALENDAR.

## MAY.

## Meteorological means based on ten years' observations to 1893.

Barometer ..... 29.867  
Thermometer ..... 76.2  
Humidity ..... 84.0  
Rainfall ..... 15.0

## TO-DAY.

## WEATHER REPORT.

Barometer ..... 29.82  
Thermometer ..... 76  
Humidity ..... 92  
Rainfall ..... 1.26

## TO-DAY.

## Monday, 29th May, 1899.

## Chinese—13th of 4th moon of 25th year of Kwang-shi.

Sun—Rises ..... 6hr. 10min.  
Sets ..... 5hr. 55min.  
High water—Morning ..... 4hr. 35min.  
Afternoon ..... 4hr. 15min.  
Low water—Morning ..... 11hr. 40min.  
Afternoon ..... 6hr. 40min.

## ANNIVERSARIES.

## 1663—Restoration of King Charles II.

## 1692—Battle of La Hogue.

## 1889—Great rain-storm in Hongkong; enormous damage to property.

1893—The s.s. *Puechong* burnt in the Yangtze; the captain, 2 officers and 20 Chinese lost.

## 1896—Two Chinamen sentenced to 12 years' imprisonment for arson.

## 1897—Telegraph cable between Japan and Formosa completed.

## TO-MORROW.

## Tuesday, 30th May, 1899.

## Chinese—14th of 4th moon of 25th year of Kwang-shi.

Sun—Rises ..... 6hr. 6min.  
Sets ..... 5hr. 55min.  
High water—Morning ..... 4hr. 32min.  
Afternoon ..... 4hr. 15min.  
Low water—Morning ..... 11hr. 55min.  
Afternoon ..... 7hr. 34min.

## ANNIVERSARIES.

## 1744—Alexander Pope died.

## 1831—First Public Meeting of British subjects at Canton.

## 1842—Attempted assassination of the Queen by John Francis.

1851—H.M.S. *Renard* lost on Pratus reef while attempting to save the crew of the *Plover*.

## 1857—The Indian Mutiny broke out at Lucknow.

1869—The *Opium* with the Yangtze Exploring Expedition returned to Hankow.

## 1888—Opening of the Peak Tramway, Hongkong.

## 1890—Arrival of the King of Siam in Singapore.

## 1897—Balcon accident at Bay View; the aeronaut injured.

## AGENDA.

## TUESDAY, 30th.

Undelivered cargo per *Imbu Maru* and *Chirika* subject to rent.

## Noon. Annual general meeting "Star" Ferry Co., Ltd.

## 8.30 p.m. Meeting Royal Antediluvian Order of Buffaloes.

## WEDNESDAY, 31st.

## Holenoller sails for Japan.

## Sachsen sails for Shanghai.

## THURSDAY, 1st.

Cargo per *Nubia* undelivered subject to rent.

## FRIDAY, 2nd.

## SATURDAY, 3rd.

## Enner sails for Portland Gr.

## 11 a.m. Mail for Europe closes.

## SHIPPING AND MAIL NEWS.

## MAILS DUE.

Canadian (*Empress of China*) to-morrow.German (*Sachsen*) to-morrow.American (*America Maru*) 4th prox.Indian (*Lightning*) 4th prox.Tacoma (*Olympia*) 5th prox.American (*City of Peking*) 13th prox.American (*Guelic*) 21st prox.The steamer *Vindobona* left Kobe for this port to-day.The N. P. S. S. Co.'s steamer *Victoria* arrived at New York on the 25th inst.The N. P. S. S. Co.'s steamer *Olympia* has arrived at Yokohama and sailed for Kobe and Hongkong to-day.The steamer *Lightning*, from Calcutta, left Singapore for this port this afternoon.The Canadian Pacific Railway Co.'s steamer *Albatross* arrived at Kobe on 28th inst., and will leave again on the 30th inst.The Canadian Pacific Railway Co.'s steamer *R.M.S. Empress of Japan* left Yokohama for Vancouver on Friday a.m., the 26th inst.The Canadian Pacific Railway Co.'s steamer *R.M.S. Empress of China* arrived at Shanghai at 1.30 a.m. to-day, the 27th inst., and will leave at 10.30 p.m. of same day for Hongkong when she is due to arrive at 9 a.m. on Tuesday the 30th inst.

## HONGKONG AND WHAMPOA DOCK RETURNS.

## Isle de Cuba ..... at Kowloon Dock.

## Isle de Luzon ..... at Kowloon Dock.

## Hongkong Maru ..... at Kowloon Dock.

U.S.S. *Bennington* ..... at Kowloon Dock.H.M.S. *Undaunted* ..... at Kowloon Dock.

## D. Juan d'Australia ..... at Cosmopolitan.

## Gerard C. Tobey ..... at Cosmopolitan.

## Ragner ..... at Cosmopolitan.

## PASSED THE CANAL.

Outward—25th April—*Ambera*, Bogelad.27th April—*Cornelia*, 28th April—*Pratt*, East.2nd May—*Bengala*, *Dorchester*, *Rickmers*.24th May—*John Adamson*, 25th May—*Tan*.26th May—*Gloria*, *Santa*, *Nogal*.27th May—*Sydney*, *King*, *Eglen*.28th May—*Dorinda*, *Nestor*.29th May—*Home*, *Ma*, *Cliff*.

## Shipping.

## Arrivals.

SIBIRIA, German steamer, 2335, Th. Hildebrandt, 27th May—Mojland May, General—Carlowitz & Co.

DIAMANT, British steamer, 1256, G. A. Taylor, 28th May—Manila 25th May, General—Shewan, Tomes & Co.

INDEPENDENT, German steamer, 871, A. Holt, 28th May—Samarang 15th May, Sugar—Latus, Wegener & Co.

FORMOSA, British steamer, 674, J. Douglas, 28th May—Tamsui 24th May, and Amoy 27th, Rallais—Douglas, Laprak & Co.

NORNA, American yacht 90, Brooks, 28th May—Singapore 10th May.

GLOUCESTER CITY, British steamer, 7400, Nilsen, 28th May—Saigon 24th May, Rice—Dodwell & Co.

PROSPER, Norwegian steamer, 789, E. Thorsteinson, 28th May—Newchwang 21st May, Beans and Bean Oil—Geo. R. Stevens & Co.

LIVEMOON, German steamer, 1238, G. Heuer, 29th May—Shanghai 25th May, General—Siemens & Co.

KIOTO MARU, Japanese steamer, 1656, T. Sakurai, 28th May—Saigon 24th May, Rice—Japanese.

WINUSANG, British steamer, 1517, T. H. Sellar, 2











## Shipping.

## STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"  
Captain P. H. Rolfe, R.N.R., will be despatched as above TO-MORROW, the 30th instant, at Noon.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 29th May, 1899. [701a]

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"VORTIGERN,"  
Captain Fairweather, will be despatched for the above port, on or about the 31st instant.

STEAMERS.

"MACDUFF" About 15th June.  
"AFRIDI" 30th June.  
"BIRCHTOR" 7th July.  
"MOGUL" 22nd July.  
"CHAZEL" 5th Aug.  
"COMMONWEALTH" 20th Aug.

For Freight, apply to  
DODWELL & CO., LIMITED.  
Agents.

Hongkong, 22nd May, 1899. [546a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"  
Captain Finlayson, will be despatched as above on THURSDAY, the 1st June.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 17th May, 1899. [671a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"  
Captain Taylor, will be despatched for the above port, on THURSDAY, the 1st June, at 4 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Manager.

Hongkong, 27th May, 1899. [717a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"  
Captain Davies, will be despatched as above on FRIDAY, the 2nd June, at Noon.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 27th May, 1899. [718a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA STRAITS.

THE Company's Steamship

"KINTUCK,"  
Geo. W. Long, Commander, will be despatched as above on or about the 13th June.

For Freight, &c., apply to  
HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, 27th May, 1899. [696a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"  
Captain Nelson, will be despatched as above on THURSDAY, the 15th June, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

M.D.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and *vice versa*.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 26th May, 1899. [711a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRAPURA,"  
Captain A. Norris, will be despatched as above on or about the 30th June.

For Freight, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 20th May, 1899. [686a]

## Intimations.

LETTEM ALL COME TO YEE CHUN'S STUDIO

At No. 30, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.

Hongkong, 22nd May, 1899. [596a]

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong.

CLARENCE C. TOBEY, American bark, J. F. GARDNER, By Order.

QUEEN MARGARET, British ship, Fraser & Neave, Ltd.

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NUBIA,"  
FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods being landed and placed at their risk in the Hongkong and Godown at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, ex S.S. *Himalaya* & *Arctica*.  
From Australia, ex S.S. *Australia*.  
From Bombay, ex S.S. *Shannon*.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 1st June, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,  
Superintendent.

Hongkong, 26th May, 1899. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES OF CARGO per Steamship

"COFFIN,"  
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,  
Agent.

Hongkong, 26th May, 1899. [2]

NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "LENNOX,"  
FROM PORTLAND, OR., YOKOHAMA, KOBE AND MOJO.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED.  
Agents.

Hongkong, 23rd May, 1899. [1-W-4]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 30th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
General Manager.

Hongkong, 27th May, 1899. [712a]

## Intimations.

## NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,  
Manager.

Hongkong, 1st May, 1899.

F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S PATENT RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &amp;c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. &amp; O. SPECIAL LIQUEUR SCOTCH.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

HONGKONG, 14th May, 1899. [39]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ltd., DUNLOP TYRES BICYCLES—PRICE, \$160.

A special reliable Watch made for this Climate. Quality A. \$12.

Quality B. \$10.

QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

I am now in a position, in his New and Co-modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICES in the Colony, or in any part of the Far East.

GROUPS AND VIEWS.

Speciality.

HONGKONG, 22nd September, 1898. [49]

## Intimations.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID  
THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS &amp; Co., Bank Buildings.

Hongkong, 9th March, 1897. [11]

RIGAUD'S White Violet EXTRACT

This fugative and delicate perfume is persistent as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society.

RIGAUD & Co. 10,000 White Violets equal each bottle of RIGAUD'S EXTRACT.

PARIS

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [18a]

The Share Market.

LATEST QUOTATIONS.

(May 29th).

Banks.

Hongkong and Shanghai Banking Corporation—300 per cent. prem. buyers.

The Bank of China &amp; Japan, Ltd.—(Preference) nominal.

The Bank of China &amp; Japan, Ltd.—(Ordinary) 41 buyers.

The Bank of China &amp; Japan, Ltd.—(Deferred)—55 buyers.

National Bank of China, Ltd.—\$22 Do. —\$22.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$230 buyers.

North China Insurance Co., Ltd.—\$180.

Yantai Insurance Assoc. Ltd.—\$114.

Canton Insurance Office, Ltd.—\$1423 sellers.

Straits Insurance Co., Ltd.—\$43.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$3121.

China Fire Ins. Co., Ltd.—\$83.

Shipping.

Hongkong, Canton, &amp; Macao Steamboat Co., Limited—\$59.

Indo-China Steam Navigation Company, Ltd.—\$69.

China and Manila S.S. Co., Ltd.—\$79.

Douglas Steamship Co., Ltd.—\$57 buyers.

China Mutual S. N. Co., Ltd.—(Preference)—\$9.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$3.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$3.10 buyers.

Star Ferry Co., Ltd.—\$13.

Lanterns.

China Sugar Refining Co., Ltd.—\$174.

Luron Sugar Refining Co., Ltd.—\$57.

Mining.

Punjom Mining Co., Ltd.—\$8.

Do. Preference Shares—\$1.60.

Société Française des Charbonnages du Tonkin—\$180.

Queen Mines, Limited—\$55.

Jebebu Mining and Trading Co., Ltd.—\$10.

Raub Allain Gold Mining Co., Ltd.—\$601.

Olivers Freehold Mines, Ltd.—(A) \$7.

Olivers Freehold Mines, Ltd.—(B) \$4.

Great Eastern and Caledonian Gold Mining Co., Ltd.—\$3.50.

Donks, Wharves and Godowns.

Hongkong &amp; Whampoa Dock Co., Ltd.—\$90 per cent. prem.

Wanchai and Kowloon Wharf and Godown Company, Limited—\$86.

Wanchai Warehouse and Storage Co., Ltd.—\$41.

New Amoy Dock Co., Ltd.—\$151.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—\$9.75.

Hongkong Land Investment and Agency Co., Ltd.—\$83 buyers.

Kowloon Land and Building Co., Ltd.—\$24 buyers.

West Point Building Co., Ltd.—\$29.

Hongkong Hotel Co., Ltd.—\$87 buyers.

Humphreys' Estate and Finance Co., Ltd.—\$10.

Miscellaneous.

Green Island Cement Co., Ltd.—\$241.

China-Borneo Co., Limited—In liquidation.

A. S. Watson &amp; Co., Limited—\$141.

Hongkong Electric Co., Limited—\$114.

Hongkong and China Gas Co., Ltd.—\$126.

Hongkong Rope Manufacturing Co., Ltd.—\$179.

Geo. Fenwick &amp; Co., Ltd.—\$37.

Hongkong Ice Co., Ltd.—\$112.

Hongkong High Level Tramways Co., Ltd.—\$1424.

Dairy Farm Co., Limited—\$4.

Hongkong &amp; China Bakery Co., Ltd.—\$33 sellers.

Campbell, Moore &amp; Co., Ltd.—\$11.

Bell's Asbestos Eastern Agency, Limited—\$1 nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.

Carmichael &amp; Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$84.

Ewo Cotton Spinning &amp; W. Co., Ltd.—\$14.70.

International Cotton Mfg. Co., Ltd.—\$14.70.

Lau-kung-mow Cotton Spinning &amp; Weaving Co., Ltd.—\$14.70.

Soy Chee Cotton Spinning Co., Ltd.—\$14.70.

Yahloong Cotton Spinning Co., Ltd.—\$14.70.

Tebrau Planting Co., Ltd.—\$3 per share.

Jenny Lin Kien &amp; Sons (Share Brokers).

Telegraph Address—"Rialto."

## EXCHANGE.

Hongkong, 29th May.

ON LONDON, Telegraphic Transfer, 2/11 1/16

Bank Bills, on demand 1/11 1/16

Credits, 4 months' sight, 2/10

D'iments, 4 months' sight, 2/10

ON BERLIN, (demand) M.2.012

ON PARIS, Bank Bills, on demand, 2/48

Credits, 4 months' sight, 2/48

ON NEW YORK, Bank Bills, on demand, 48

Credits, 30 days' sight, 48

ON BOMBAY Telegraphic Transfer, 148

On demand, 148

ON SHANGHAI, Telegraphic Transfer, 721

Private, 30 days' sight, 73

ON YOKOHAMA, T.T. 44 per cent. prem.

Sovereigns, Bank's Buying Rate, \$10.00

Gold Leaf 100 touch, per tola, 52.75

Bar Silver, 28 1/16

Dollars, 13 per cent. prem.

## OPIUM QUOTATIONS.

Hongkong, 29th May.

New Patna, 737 per chest.

Old, 777

New Benares, 777

New Malwa, credit, 700 per picul.

(Allowance, 100 lbs. 24/10)

Old Malwa, credit, 50/80

Persian, paper, 690/770

## VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken  
Mr. John Angus  
Mr. G. Apear  
Mr. T. F. Archibald  
Mr. Geo. Aydelott  
Mr. B. J. Barlow  
Mr. J. Blomfield  
Mr. C. L. Borrett  
Mr. and Mrs. A. H. Bottenheim  
Capt. Burnie  
Mr. C. M. G. Burnie  
Miss Cannings  
Mr. W. L. Capps  
Dr. F. W. Clark  
Mr. Russell Colgate  
Mr. C. Evans  
Mr. J. Crevaux  
Mr. J. Dick  
Miss Drum  
Mr. A. H. Ellis  
Mr. and Mrs. Gaud  
Mrs. John Gibson  
Capt. Goddard  
Major and Mrs. Griffin  
Mr. J. H. Grimes  
Mr. E. R. Hallifax  
Mr. R. J. Hall  
Mr. B. F. Hamersley  
Mr. J. H. Hartwell  
Mrs. Hillman  
Mr. E. H. Hinds  
Mr. E. C. Hochapfel  
Mr. T. Howard  
Mr. Wm. K. Hughes  
Mr. T. Irvin  
Mr. R. Fleming Johnston  
Mr. and Mrs. Joseph  
Mr. and Mrs. Judith  
Mr. and Mrs. Kiene

Mr. Kirkpatrick  
Mr. J. Kirkwood  
Mr. J. Kuhn  
Mr. M. Lascion  
Miss Lago  
Mr. F. C. Laing  
Mr. Somerville Large  
Mr. Leon A. Lévy  
Miss Lopez  
Mr. J. V. Mayston  
Mr. McHenry and valet  
Mr. H. A. Nicholson  
Mr. H. Riederer  
Mr. A. C. Van Nierop  
Mrs. J. A. Norris  
Mr. and Mrs. F. Palmer  
Mr. W. Parfitt  
Mrs. Parmenter  
Capt. Payne  
Mrs. Payne  
Mr. A. Prain  
Mr. J. H. Prentice  
Mr. E. W. Pringle  
Mr. B. Regalado  
Mr. and Mrs. A. H. Rennie  
Mr. S. J. Robins  
Mr. M. Samuel  
Mr. C. Savoury  
Mr. C. Sherrington  
Mr. H. Shimmings  
Mr. Skinner  
Mrs. Sutcliffe  
Mr. W. P. Thomas  
Mr. W. J. Oldall  
Mr. and Mrs. W. H. Whitley  
Miss Whitley  
Mrs. Bagnall Wild

## VISITORS AT THE WINDSOR HOTEL.

Mr. J. M. Abad  
Mr. and Mrs. Browne  
Mr. Ernest A. Browne  
Mrs. Campbell  
Mr. H. G. Davies  
Mr. Denmann  
Mr. E. Digby  
Mr. and Mrs. Elorridge

Mr. F. Ewing  
Mr. Constantin Hansen  
Mr. Morrison  
Mr. M. Pardo  
Capt. C. H. Pennefather  
Mr. Lislle Sadler  
Mr. J. Stevenson Tod

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Dr. and Mrs. N. M. S.  
Beede  
Mr. H. F. R. Brayne  
Lt. T. Brumby, U.S.N.  
Mr. H. Bryant  
Mr. G. Bure  
Mr. G. J. Chapman  
Capt. and Mrs. A. C. Clarke, R.N.  
Capt. van Corbach  
Mr. G. H. Dann  
Mr. and Mrs. W. H. T. Davis and child  
Mr. A. L. Denison  
Admiral G. Dewey, U.S.N.  
Col. H. Elsdale  
Col. G. J. E. Evans  
Comdr. Cresswell J. Byss  
Mr. J. S. Ezekiel  
Miss Ezekiel  
Mr. A. Forbes  
Lt.-Col. A. R. Fraser

Mr. M. E. P. Frost  
Colonel E. H. Gorges  
Mr. H. K. Hardcastle  
Lieut. R. P. Hobson, U.S.N.  
Staff-Surgeon W. E. Home  
Mr. W. E. Home  
Mr. John D. Hutchison  
Mr. H. W. Jeffries  
Capt. F. Koford  
Mr. C. W. Longuet  
Mrs. C. W. Longuet  
Mr. S. A. Oliver  
Mr. V. F. Page  
Hon. H. E. Hollock  
Capt. H. V. Pryane  
Mr. F. Ryan  
Mr. A. Sinclair  
Mr. G. H. Stokes  
Mr. G. H. Wheeler  
Mr. and Mrs. H. Wicking

## CRAGIEVILL.

Lieut. J. G. Armstrong, R.N.  
Mrs. Armstrong & son  
Lt.-Col. G. F. Browne  
Mr. Alexander Donald  
Miss Egan  
Rev. F. Flynn, R.N.  
Major M. M. Morris, R.N.  
Mr. Morris  
Hon. and Mrs. R. D. Ormsby  
Miss A. J. Richardson

The Hon. and Mrs. J. T. Tooby  
Miss Tooby  
Mr. J. M. Tooby  
Mr. and Mrs. Reginald Turner and family  
Mr. and Mrs. W. E. R. Turner  
Consul Vulpicelli  
Major and Mrs. Whitlow  
Major and Mrs. Wright  
Mr. A. F. Williams

## VESSELS IN PORT.

Steamers.

BOGSTAD, Norwegian steamer, 1,070, Gullicksen, 25th May—New York 24th March.

Petroleum—Standard Oil Co.

CHELVEDA, British steamer, 1,574, J. T. Davies, 26th May—Calcutta, via Penang and Singapore 20th May, General—Jardine, Matheson & Co.

CHITTAGOON, British steamer, 1,241, C. R. Cornfield, 25th May—Salmon 21st May, Rice—Dodwell & Co.

CONEMAR, American ship, 1,823, Broomhead, 22nd May—Manila 18th May, Ballast—Order.

COPTIC, British steamer, 2,744, Inman-Scally, R.N.R., 25th May—San Francisco 28th April, Honolulu 6th May, Yokohama 18th April, Kobe 19th, Nagasaki 21st, and Woorung 23rd, Mails and General—O. & O. S. S. Co.

DEUTERON, German steamer, 1,001 E. Petersen, 25th May—Salmon 21st May, Rice—Stiemssen & Co.

DOK HUAN, Austrian, American steamer, 2,000, 20th Jan.—Manila 16th January.

EDWARDS, British steamer, 2,485, Stewarts, 24th May—Mol 20th May—Coak & Dodwell & Co.

CODAREV, French steamer, 713, Ohlm, 1st April—Shimon 25th March, General—Chinese.

HAILAN, French steamer, 377, W. Bast, 22nd May—Hohow 21st May, General—A. R. Mary.

HONGKONG, German steamer, 2,039, E. Wollersdorf, 22nd May—Yokohama 17th May, Kobe 16th, and Nagasaki 18th, General—Meichers & Co.

HONGKONG, French steamer, 747, Bastian, 27th May—Haiphong 24th May, and Hohow 26th, General—A. R. Mary.

HONGKONG MARU, Japanese steamer, 3,385, W. E. Filmer, 18th April—San Francisco 17th Mar, Honolulu 25th, Yokohama 12th April, and Kobe 30th, General—J. S. Van Buren.

HYSON, British steamer, 2,779, D. Davies, 26th April—Mol 22nd April, Coal—Holliday, Wise & Co.

IDZUMI MARU, Japanese steamer, 2,375, M. J. Carow, 20th May—Seattle and Japan 19th April, Flour and General—Nippon Yusen Kaisha.

KEONG WAI, British steamer, 1,115, R. Unsworth, 2nd May—Bangkok 26th April, Rice and Timber—Yuen Fat Hong.

KUMSANG, British steamer, 2,075, H. May, 24th May—Kratuu 19th May, Coal—Jardine, Matheson & Co.

LENNOX, British steamer, 2,301, J. E. Williams, 20th April—Portland, Or. 23rd April, General—Dodwell & Co.

MONGKUT, British steamer, 859, A. S. Calder, 27th May—Canton 27th May, General—Wo Fat.

PIRA CHOM KLAO, British steamer, 1,011, Fowler, 9th May—Bangkok 1st May, Rice—Yuen Fat Hong.

RAGSOP, Norwegian steamer, 1,250, Senderman, 22nd May—Saigon 17th May, Rice—Order.

SIAM, British steamer, 992, F. J. Ferguson, 25th May—Saigon 20th May, Rice—Bradley & Co.

STOLBERG, German steamer, 1,633, H. Formes, 21st May—Saigon 18th May, Rice—Stiemssen & Co.

SUNGKIANG, British steamer, 994, C. B. N. Dodd, 10th May—Manila 7th May, General—Butterfield & Swire.

TARTAN, British steamer, 2,768, H. Pybus, R.N.R., 22nd May—